



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES

May 31, 2006, 10:00 AM – 12:00 Noon
The Claremont Conference Room, MTC Office
101 8th St, Oakland, CA

Attendees: TBPOC Members: Randy Iwasaki for Will Kempton, Steve Heminger, John Barna; PMT Members: Tony Anziano, Andy Fremier, Stephen Maller; Participants: Andre Boutros, Pochana Chongchaikit, Beatriz Lacson, Peter Lee, Brian Maroney, Alec Melkonians, Brady Nadell, Bart Ney, Steve Quinn, Judis Santos, Bijan Sartipi, Pete Siegenthaler, Jon Tapping, Ken Terpstra, Dennis Turchon, Maura Twomey, Karen Wang, Jason Weinstein

Convened: 10:10 AM

Items	TBPOC Decision/Direction
1. Chair's Report <ul style="list-style-type: none">Randy Iwasaki, acting for the Chairman, welcomed the participants to the MTC Office.	
2. Consent Calendar <ul style="list-style-type: none">BATA presented the April 18, 2006 Meeting Minutes for approval.	<ul style="list-style-type: none">The TBPOC APPROVED the April 18, 2006 Meeting Minutes.
3. Monthly Progress Report <ul style="list-style-type: none">BATA presented the Draft May 2006 Progress Report for approval.	<ul style="list-style-type: none">The TBPOC APPROVED the May Monthly Progress Report with minor edits.Per BATA, after review of the April 2006 Monthly Progress Report, the TBPOC APPROVED the report on May 2, 2006 through their respective PMT member.The TBPOC APPROVED the First Quarter Report Ending March 31, 2006 on May 14, 2006 through their respective PMT member.

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Items	TBPOC Decision/Direction
<p>4. Yerba Buena Island Transition (SSD)</p> <p>a) Presentation of Alternatives / Recommendation on Preferred Alternative</p> <ul style="list-style-type: none">• The Department presented the following alternatives:<ul style="list-style-type: none">○ Alternative 1 – “stay-the-course”, move forward with current alignment for YBITS and current plan for a double-deck eastbound and westbound SSD.○ Alternative 2a – Modified YBITS alignment with single-deck eastbound detour and permanent westbound structure.○ Alternative 2b – Modified YBITS alignment with two-way traffic, no detour structure.• In addition, the Department did an analysis of a complete bridge closure option, rather than using a detour structure. Given the length of time required to close the bridge (24 months westbound; 30 months eastbound), this proved not to be a viable option.• The Committee discussed the risks, pros and cons associated with each alternative.• The Department reported that a detour structure can be safely constructed, but a roll-out/roll-in design strategy must be pursued as part of Alternative 1.• The Department presented several construction strategies for tying in the SSD Viaduct to the existing bridge.• The Department analyzed all three options and brought to the meeting extensive supporting documents (constructability reviews, etc.).	<ul style="list-style-type: none">• The TBPOC agreed that roll-out/roll-in is the preferred SSD Viaduct east tie-in strategy.

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<ul style="list-style-type: none"> • The Department and BATA recommended approval for Alternative 1. The CTC recommended Alternative 2a. • The Department confirmed that the SSD structure is being designed and constructed to seismic standards that meet or exceed those of the existing SFOBB east span. • The Department recognized Brady Nadell (PB), Jason Weinstein (BATA), Brian Maroney (CT), Jon Tapping (CT) and Judis Santos (HNTB) for their efforts in putting together the YBITS / SSD Information Packet. 	<ul style="list-style-type: none"> • The TBPOC APPROVED moving forward with Alternative 1 (2:1 in favor). • CTC TBPOC member John Barna voted for Alternative 2a. • The TBPOC requested a contingency plan be developed in case the SSD alternative encounters insurmountable construction difficulties.
<p>5. West Approach</p> <p>a) June 2006 8U North Demolition and Traffic Split</p> <ul style="list-style-type: none"> • The Department presented the results of the quantitative review of the impacts of switching the westbound I-80 traffic pattern from the current configuration to the mainline “split” configuration scheduled to happen on June 3, 2006. • It was determined that the presence of the “comeback” lane is needed to increase the mainline capacity. • The Public Information Officer gave a status of the public, legislative and media outreach efforts achieved to date. <ul style="list-style-type: none"> ○ Met with 18 legislators. ○ The website baybridgeinfo.org - 620,000 hits to date, approximately 20,000 hits/day. ○ Greatly increased public service announcements via radio, television, newspapers, and video showings at theatres. 	<ul style="list-style-type: none"> • A request was made to provide a traffic operation analysis to compare what the travel times were before and after the detour at the next meeting.

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<ul style="list-style-type: none"> ○ Four different banners displayed at the Toll Plaza, Yerba Buena Island, and Transbay Terminal. ○ Media alert, e-mail alert, and newsletter made available. ○ Flyers distributed at Yerba Buena Alliance meetings to target businesses. <p>b) Contingency Plan</p> <ul style="list-style-type: none"> • The Department summarized the multi-modal transportation response to a catastrophic seismic event or major construction incident that might result in an SFOBB closure. • The Committee asked if there was a plan to restore traffic if there is an event that makes the existing span inoperative, and to repair the existing span while the new one is being constructed. <ul style="list-style-type: none"> ○ The Department described a typical response to an emergency situation. ○ The Department developed emergency scenarios (4) for the San Mateo-Hayward Bridge that may apply. 	<ul style="list-style-type: none"> • The Department to provide a contingency/emergency response plan for situations, such as: <ul style="list-style-type: none"> ○ SFOBB is out of service. ○ Both SFOBB and BART are inoperative.
<p>6. Dumbarton/Antioch Bridges</p> <p>a) Status Update</p> <ul style="list-style-type: none"> • The Department provided an update on the studies which are expected to produce retrofit strategies for both bridges. • It was recommended that a subset of TBPOC be created for the issues involving Dumbarton/Antioch Bridges, given that the TBPOC is not mandated to act or make decisions on them. 	<ul style="list-style-type: none"> • CTC requests clarification on TBPOC's involvement with the Dumbarton and Antioch Bridges.
<p>7. Other Business</p> <ul style="list-style-type: none"> • A framed memento commemorating the 	

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7. Other Business <ul style="list-style-type: none">A framed memento commemorating the signing of the SAS contract award was presented to each TBPOC member.The next TBPOC meeting is tentatively scheduled for June 22nd in Sacramento.	<ul style="list-style-type: none">Confirm TBPOC June meeting date, time and location.

Adjourned: 12:06 PM

MEETING MINUTES

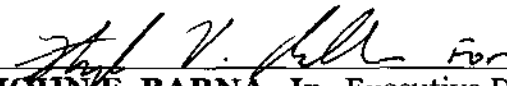
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APPROVED BY:




WILL KEMPTON, Director
California Department of Transportation

7/11/06
Date



JOHN F. BARNA, Jr., Executive Director
California Transportation Commission

7/11/06
Date



STEVE HERINGER, Executive Director
Bay Area Toll Authority

7/11/06
Date